

friends in Ireland, spending time at their condo in Catawba, and Mr. O'Malley's natural knack for making wonderful pancakes for his nine grandchildren.

Mr. Speaker and Colleagues, please join me in honor, gratitude and recognition of Michael Owen O'Malley, whose joyous life is an ongoing source of love, devotion, and inspiration to his family and friends as they gather to celebrate his 76th birthday and to recognize his continuous commitment to his family, friends and community. His work in securing the welfare and safety of the residents of the City of Cleveland is framed by exceptional courage, heart, dignity and integrity, and has forever raised the spirits and lives of countless individuals and families throughout our community. I wish Mr. O'Malley and his family an abundance of peace, health and happiness, today and for all days to come.

A TRIBUTE TO THE LIFE OF
GEORGE MCKEAN

HON. JIM COSTA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 29, 2006

Mr. COSTA. Mr. Speaker, I rise today to remember and pay tribute to the life of George McKean. Mr. McKean was devoted to his family and to his hometown, Riverdale, where he was a prominent figure in agriculture, business and civic life. He passed away on May 18, 2006.

At a very young age, Mr. McKean became involved with their family's business, McKean's Grocery Store which they have owned for over 65 years. Aside from working at the grocery store, he was constantly involved in his community and has helped obtain services that were needed such as water, sewer, waste disposal and fire protection.

George played a significant role in his hometown's farming industry and its surrounding communities. He has had a longtime involvement in a farming operation in the Riverdale, Kings River and North Fork areas. Together with his brother, he owned and leased 970 acres of farmland of which one-third is in cotton and the rest with wheat, barley and alfalfa. He served as the Director of Ranchers Cotton Oil and spearheaded the formation of West Valley Cotton Growers Gin where he also served as President.

In addition to farming, Mr. McKean dedicated his attention to the water industry in his community. He served as the Division IV Director for the Kings River Conservation District from 1972–1995. Mr. McKean's term in the KRCO comprises many accomplishments including the formation of the Mid-Valley Water Authority, which he has chaired since 1982. George has given a significant consideration to water as he recognizes the need for a supplemental water supply for deficit areas such as his community. Mr. McKean was a strong advocate for the alleviation of chronic groundwater overdraft conditions in his region. He was a past chairman of the Kings River Conservation District and was a member of the Fresno County Water Advisory Committee.

Mr. McKean was an active proponent for water and farming but he has also served his country and his hometown of Riverdale in other significant ways. During World War II, he

joined the U.S. Coast Guard where he served his country from 1942 to 1945. He served local organizations such as Rodeo Association, American Legion, Veterans of Foreign Wars, Lions Club, Chamber of Commerce, Volunteer Fire Department, Public Utility District, and Elementary School Board of Trustees. For his outstanding efforts, the Riverdale Chamber of Commerce chose him as the Man of the Year in 1979. Furthermore, he served as the Director of Caruthers' Bank and as a Financial Chairman for Congressman Bernice Sisk.

Mr. McKean was preceded in death by Myrtle, his wife of 65 years; and his brother Archie. He is survived by his brother, Charles; his daughter Carol Copley and her husband Ron; his son George D. McKean II and his wife Linda; his daughter Debbie Ella and her husband Craig; his son Mark McKean and his wife Megan. He is also survived by eight grandchildren and six great-grandchildren.

George McKean devoted his life to his country, community and family where his dedication and love was unwavering. His zeal and commitment to advance his community will be missed, as well as an inspiration for us all. His life and his accomplishments will always be remembered.

INTRODUCTION OF THE RAIL AND
PUBLIC TRANSPORTATION SECURITY
ACT OF 2006

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 29, 2006

Mr. THOMPSON of Mississippi. Mr. Speaker, next month marks the first anniversary of the London mass transit bombings. On July 7 and, subsequently, July 21, Americans watched in shock as terrorists struck at the heart of our ally's mass transit and bus systems, killing 56 people and injuring more than 700 others. The July 7 attack started at the heart of rush hour, with three bombs exploding at 8:50 a.m. on London's Underground subway system. Less than an hour later at 9:47 a.m., as London's subway system was completely shut down, an explosion tore through the back of the number 30 Hackney to Marble Arch bus. The victims of these attacks were ordinary people, not that different from many Americans, who were going about their usual routine of commuting to work, school, or tourist sites.

After the bombings, Congress called on the Administration to move quickly to reinforce our Nation's rail and mass transit systems to prevent such an attack from happening on American soil. Yet, nearly a year later, the Department of Homeland Security and the Transportation Security Administration (TSA) have failed to produce a comprehensive strategy to secure America's rail and mass transit systems. In addition, the Department and TSA continue to focus almost exclusively on aviation security, spending \$9 per air passenger, as compared to only one penny per rail/mass transit security passenger.

The Department has made excuses for this failure by stating that mass transit security is a shared responsibility between Federal, State, and local partners, and that the Federal Government has provided significant support

for the past three years. This "partnership," however, has long left state and local governments paying the check without really knowing what they are paying for and why.

The Department's failures extend beyond its ability to get along with state and local Governments. The Department has not actively engaged the private sector and frontline employees of the rail and mass transit systems. These men and women are the eyes and ears of these systems, yet the Administration has not adequately consulted with them on its initiatives. Nor has the Administration ensured that they are trained to respond to a terrorist event.

Finally, the Federal Government has not moved forward with critical plans to secure our Nation's rail and mass transits. Instead, the Administration continues to approach the problem with piecemeal solutions instead of developing an overarching strategy that could be used to guide initiatives. Similarly, the Administration also has failed to devote significant resources and manpower to rail and mass transit research and development (R&D). Technology will play an important role in deterring and preventing future chemical, biological, or chemical attacks.

The Rail and Public Transportation Security Act of 2006 will make our Country more secure by mandating that the Department of Homeland Security take concrete and decisive steps to secure our Nation's rail and public transportation systems. This bill requires a National Rail and Public Transportation Security Plan which will supplement the existing National Strategy for Transportation Security. This plan will (1) clarify roles and responsibilities of Federal, State, and local agencies in securing rail and public transportation systems; (2) strengthen intelligence sharing; (3) lay out plans for public outreach and education initiatives; (4) create a framework for resuming operations in the event of an attack; (5) include a strategy and timeline for research and development of new security technologies; and (6) describe lessons learned from past attacks.

The bill also requires the creation of Area Rail and Public Transportation Security Plans. Modeled after the Area Maritime Transportation Security Plans required under current law for regions with several ports, these area plans will strengthen security planning in regions where there are more than one rail or public transportation entity, such as in the New York-New Jersey area.

Furthermore, the bill requires Rail and Public Transportation Systems to submit vulnerability assessments and security plans to the Department for approval. Modeled after the vulnerability assessments and security plans that ports already have to submit under current law, these provisions will ensure that rail and public transportation systems adequately evaluate their risks and vulnerabilities and are taking steps to address any security weaknesses. The Secretary must approve or disapprove each vulnerability assessment and security plan. Vulnerability assessments and security plans must be reviewed and updated at least every five years.

These plans will be useless unless enforced. For that reason, this bill gives the Secretary the authority to issue administrative and civil penalties for violations and to seek criminal penalties for knowing and intentional violations.